

ATTACHMENT 5.2
UPDATE: COMPASS/GROWTH VISIONING

ENERGY AND ENVIRONMENT COMMITTEE
MARCH 6, 2003

MEMO

TO: Energy and Environment Committee
FROM: Mark Butala, SCAG Senior Planner, 213-236-1945, butala@scag.ca.gov;
DATE: March 6, 2003
SUBJECT: Compass Growth Visioning Update

Recommended Action:

Receive and File

BACKGROUND:

One of the keys to successful visioning is to clearly define Southern California values that will shape the vision for the future. To that end, a set of regional growth principles were crafted by the SCAG Growth Visioning Sub-committee after much thought and discussion during the early phases of this project. These principles were developed around the concepts of **Mobility, Livability, Prosperity, and Sustainability** for the SCAG region today and for future generations. Each principle is followed by a set of sub-principles or actions to implement the over-arching principal.

Based on the **Growth Principles for Sustaining a Livable Region**, the Growth Visioning Sub-committee, working with SCAG staff and the consultant team, is developing benchmark indicators or evaluation criteria. These are objective measurements of the performance of each of several growth scenarios using a technical modeling system. The draft set of suggested **Evaluation Criteria** are included in this memo within the context of the Growth Principles.

Many of the growth principles have readily measurable components and can be quantified; other components may be more qualitative in nature. In general, principles that can be associated with different land use and transportation choices can be also associated with different growth scenarios. There are three basic categories of growth principles:

Growth principles that generate evaluation criteria, used to evaluate the different scenarios. Criteria such as "Locate New Housing Near Existing Jobs and New Jobs Near Existing Housing" can be measured, as the scenarios will contain enough detail to determine the number of new households within a proximity or acceptable travel distance from centers of employment.

Growth principles that can be used to evaluate the implementation of the plan over time. For example "Support Local and State Fiscal Policies that Encourage Balanced Growth." This is a good principle to evaluate, but will be difficult to do in the comparison of land use scenarios. More often than not, this is the type of indicator that is used for policy development and long term monitoring. (Other examples include water conservation, stationary sources of air pollution, and development of quality jobs.)

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Growth principles that express values of the region applicable to all actions, not specific to the land use and transportation vision. These criteria guide the process. Social equity criteria for example often fall into the category of informing or driving the process, but are not always tools that can be used to compare scenarios.

Utilizing this process of objective measuring will ensure that the Southern California region's values are fully represented and that scenarios are evaluated objectively. More importantly, if these values are widely held, it will assist in developing a consensus for action.

The following draft set of performance criteria are intended to be refined over the upcoming months and will be approved in time to evaluate the initial Compass growth scenarios developed using the feedback derived through a series of public workshops to be held this Spring and Fall.

Principle 1 -Improve *Mobility* for All Residents

- **Encourage Transportation Investments and Land Use Decisions that Are Mutually Supportive.**
- **Locate New Housing Near Existing Jobs and New Jobs Near Existing Housing.**
- **Encourage Transit-Oriented Development.**
- **Promote a Variety of Travel Choices.**

Potential Evaluation Criteria

- Vehicle Minutes Traveled per capita, by mode
- Vehicle Trips (VT) per capita
- Transit Trips (TT) per capita
- Vehicle Hours Traveled (VHT) per capita
- Vehicle Hours under Congestion or Vehicle Hours of Delay (VHC or VHD) Countywide ("Hours spent in congestion") Miles of Congested Arterial (% of system total miles)
- Miles of Congested Freeway (% of system total miles)
- Vehicle Hours under Congestion or Vehicle Hours of Delay (VHC or VHD) region wide ("Hours spent in congestion").
- Miles of Congested Arterials (% of system total miles)
- Percent trips by all modes
- Total time traveled per capita, by travel mode
- Average speed by travel mode
- Average Trip time
- Consumption of fuel
- Greenhouse gas emissions
- Air pollution caused by transportation sources
- Amount of development in areas that can already be served by transit and roadways
- Transit ridership
- Amount of new development located within walking distance of high quality transit
- Amount of development in areas that can already be served by transit and roadways
- Connectivity index (street and path connectivity and intersections)
- Total cost of transportation improvements and maintenance (public and private costs, not financially constrained)

Docs # 81878v1
MCB 2/20/03

- Public and private total cost by travel mode
- Public and private marginal costs by mode

Principle 2 -Foster *Livability* in All Communities

- **Promote In-Fill Development and Redevelopment to Revitalize Existing Communities.**
- **Promote Developments that Provide a Mix of Uses.**
- **Promote “People-Scaled,” Walkable Communities.**
- **Support the Preservation of Stable, Single-Family Neighborhoods.**

Potential Evaluation Criteria

- Access of population to open space – number of people with access, varying by time, to different classes of open space
- Measure of open space per capita for new development
- Amount of new development occurring inside city limits
- Amount of new development occurring in existing urbanized areas
- Amount of new development occurring on previously developed land
- Percentage of development in new and existing centers
- Amount of development occurring in single-family residential neighborhoods
- Amount of new development occurring on vacant land
- Percent of new growth in areas with quality pedestrian environments
- Distribution and amount of development in centers of employment and activity
- Number of people with 20 minute access to employment centers
- Average densities within sub areas broken down to show, Single Family, Multi-Family, Mixed Use and Commercial land
- Index of urban amenities (connectivity + job density + population density)
- Air pollution

Principle 3 -Enable *Prosperity* for All People

- **Provide, in Each Community, a Variety of Housing Types to Meet the Housing Needs of All Income Levels.**
- **Support Educational Opportunities that Promote Balanced Growth.**
- **Ensure Environmental Justice Regardless of Race, Ethnicity or Income Class.**
- **Support Local and State Fiscal Policies that Encourage Balanced Growth.**
- **Encourage Civic Engagement.**

Potential Evaluation Criteria

- Accessibility to green space of low-income neighborhoods
- The range of housing types compared to the demands and preferences of the existing and future residents of Southern California
- Percentage of people living in concentrated low-income areas
- Amount of redevelopment for housing in community centers

Docs # 81878v1
MCB 2/20/03

- Displacement of existing housing resulting from redevelopment, especially displacement of low-income housing
- Percent of new homes affordable to buyers earning Southern California's median income
- Ratio of owner occupied to rental units
- Ratio of jobs to rental units and affordable units
- Jobs housing balance measured at the community and by sub area level
- Accessibility to employment centers from neighborhoods earning below 80% of the regional median income
- Location of employment relative to existing moderate-income neighborhoods

Principle 4 -Promote Sustainability for Future Generations

- **Preserve Rural, Agricultural, Recreational and Environmentally Sensitive Areas.**
- **Focus Development in Urban Centers and Existing Cities.**
- **Develop Strategies to Accommodate Growth that Use Resources Efficiently, Eliminate Pollution and Significantly Reduce Waste.**
- **Utilize "Green " Development Techniques.**

Potential Evaluation Criteria

- Acreage of land urbanized
- Percentage of urbanized land devoted to open space
- Amount of agricultural land developed as urban land.
- Amount of agricultural land developed as rural housing or other non-farm uses
- Number of Acres of usable and visible open space.
- Open space per capita - Acres of parks per 1000 people
- Access of population to open space – number of people with access, varying by time, to different classes of open space
- Connectivity of open space
- Amount of acreage of wetlands, riparian zones and floodplains that become developed
- Amount, in Households and Jobs of new development on slopes greater than 18% and 25%
- Housing and Job Density of land urbanized, broken down to show, Single Family, Multi-Family, Mixed Use and Commercial
- Per capita water use
- Change in amount of impervious surface, measured in acres or percentage

At the Growth Visioning Sub-committee meeting on January 23rd, 2003, the Sub-committee made a number of recommendations to refine the preliminary set of evaluation criteria. These include:

- Integrate performance criteria with already established performance criteria developed for the 2001 Regional Transportation Plan, the State of the Region report, and Livable Communities program.

- Consider the adding criteria related to:

Mobility

- Alternative Fuel Vehicles
- HOV Lanes
- Freeway Alternatives/Sub-area Connectivity
- Accessibility
- Telecommuting

Livability

- Affordable Housing
- Interspersed Housing Developments

Prosperity

- Transit Depend vs. Auto Depend
- Cost Living/Livable Wage
- Land Use
- Healthcare Accessibility
- Education/Workforce Preparation

Sustainability

- Energy & Water Efficiency
- Housing Permaculture